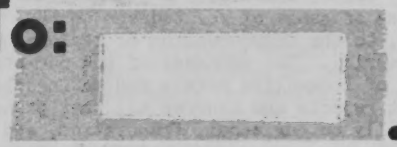
FROM: P.O. Box 9007
Berkeley, CA 94709 USA

First Class
To:



Express Ads

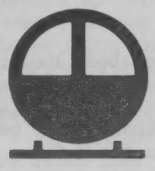
RIDE THE FABLED FLYING SCOTSMAN along the scenic San Francisco Belt Railroad, Saturday March 18. Tickets and information from Pacific Locomotive Association, 54 Hancock Street, San Francisco, CA 94114. Phone (415) UN 1-9971.

RAILROADIANA: Steam and Electric public timetables, North Shore Line Annual Reports 1917 to 1948, traction timetable reproductions. Send 20¢ for Catalog # 6. Herb Danneman, 14425 Woodland Pl., Brookfield, WI 53005

LOSE YOUR IDENTITY in the vast mazes of Rail Travel Newsletter's mind-blowing subscriber identification system. We guarantee we have the most complex, advanced, and error-prone system known to man. Try us. It costs just $6 a year, and you get 24 twice-monthly issues of the illuminating journal you are now holding. Write: Message Media, Box 9007, Berkeley, Calif. 94709.

(P.S.: Rail Travel Newsletter is now available on better newsstands and in the finer hobby shops over America. If you sell such things, write for quantity rates. And don't forget, you can advertise in our EXPRESS ADS section for as little as $1 (35¢ a line, 3/$1; line is 56 spaces). Write for display ad rates.)

NATIONAL ASSOCIATION OF RAILROAD PASSENGERS
417 New Jersey Ave., S.E. • Washington, D. C. 20003



Yes, I want to join in your efforts to help modernize and expand rail passenger service. My remittance for a year's membership, which includes a monthly newsletter and other material, is enclosed.

Contributing $10 ☐ Participating $25 ☐ Sponsor $50 ☐
Sustaining $100 ☐ Life $500 or more ☐

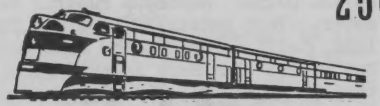
Mr.
Mrs.
Miss

Address

City State Zip

(Please print)

RAIL TRAVEL newsletter



25¢

Vol. 2 No. 5
March 6, 1972 #31

FROM: P.O. Box 9007
Berkeley, CA 94709 USA

First Class To:

Express Ads

RIDE THE FABLED FLYING SCOTSMAN along the scenic San Francisco Belt Railroad, Saturday March 18. Tickets and information from Pacific Locomotive Association, 54 Hancock Street, San Francisco, CA 94114. Phone (415) UN 1-9971.

RAILROADIANA: Steam and Electric public timetables, North Shore Line Annual Reports 1917 to 1948, traction timetable reproductions. Send 20¢ for Catalog # 6. Herb Danneman, 14425 Woodland Pl., Brookfield, WI 53005

LOSE YOUR IDENTITY in the vast mazes of Rail Travel Newsletter's mind-blowing subscriber identification system. We guarantee we have the most complex, advanced, and error-prone system known to man. Try us. It costs just $6 a year, and you get 24 twice-monthly issues of the illuminating journal you are now holding. Write: Message Media, Box 9007, Berkeley, Calif. 94709.

(P.S.: Rail Travel Newsletter is now available on better newsstands and in the finer hobby shops over America. If you sell such things, write for quantity rates. And don't forget, you can advertise in our EXPRESS ADS section for as little as $1 (35¢ a line, 3/$1; line is 56 spaces). Write for display ad rates.)

NATIONAL ASSOCIATION OF RAILROAD PASSENGERS
417 New Jersey Ave., S.E. • Washington, D. C. 20003

Yes, I want to join in your efforts to help modernize and expand rail passenger service. My remittance for a year's membership, which includes a monthly newsletter and other material, is enclosed.

Contributing $10 ☐ Participating $25 ☐ Sponsor $50 ☐
Sustaining $100 ☐ Life $500 or more ☐

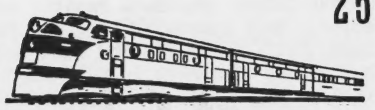
Mr.
Mrs.
Miss

Address

City State Zip

(Please print)

RAIL TRAVEL newsletter



25¢

Vol. 2 No. 5
March 6, 1972 #31

ON THE COVER: Southern Pacific coast-to-coast is the theme of this issue's cover. Top: Amtrak/SP Reno Fun Train loads up about 600 passengers at Oakland, Calif., for its 6pm departure March 3 (see item on Reno and Las Vegas Fun Trains elsewhere in this issue). By coincidence this is the second time that SP engine 6458 has appeared on our cover, the other time being our special SUNSET LIMITED issue of last Nov. 1, when the same engine was shown at the head of that train. Below: SP equipment is seen on the other coast, running on the Amtrak/SCL SILVER STAR at Petersburg, Virginia. The scene is a gray day last February, and the photographer is John Ellis, introduced below.

. . . . . .

We take pleasure in introducing a new staff member of RTN: John D. Ellis, who will serve as regular East Coast Photographer. John, like East Coast Editor Steve Farrar, is stationed at Fort Eustis, Virginia, close to where all the train action is these days. Together they will help keep us apprised of what's happening on the other side of the country. John, a native of Knoxville, Tenn., was a brakeman with Southern Railway before beginning his Army duty. He has the distinction of working the last run of the BIRMINGHAM SPECIAL Knoxville to Bristol. He is now Steam Locomotive Repairman with the railway battalion at Fort Eustis. He prefers a Mamiya-Sekor SLR camera for his 35mm photography. We look forward to his efforts in enlivening the pages of RTN.

. . . . . .

EDITORIAL

Train vs. Automobile

Amtrak's Roger Lewis diplomatically says that his corporation is not out to take people out of their automobiles or steal them away from other travel modes. But there is a large and increasing number of Americans who recognize that a reduction in automobile use is absolutely essential if our health and sanity are to be preserved—or recovered. They are not, of course, all railfans; but they generally turn automatically to the only viable alternative to more and more cars—rail travel.

The depth of dissatisfaction with cars—especially in congested, polluted urban areas—is greater than most people realize. At present, for example, here in Berkeley whole neighborhoods are organizing to rid themselves of the plague of noisy, smelly, dangerous traffic. A transit fair is being planned for late April to further mobilize opinion in favor of alternate modes of urban-suburban travel. All strata of urban society are represented among the organizers—young and old, rich and poor. A common menace confronts them and brings them together.

The horrendous imbalance in our transportation system in favor of cars has created not only the freeway-pollution syndrome, it has also been a

(Continued on page 15)

We commend to your special attention this issue the Urban-Suburban Transit department. We asked Robert J. Swan to prepare an article on the transit situation in Southern California. We were aware from his correspondence that strange rumblings were happening there, and we don't mean more earthquakes. As far as we can tell, practically nothing is known outside the Los Angeles area about the state of transit planning there, a place that sorely needs good plans soon. In fact, the news dissemination in L.A. itself has apparently been poor. But now Mr. Swan's story breaks the news curtain and lets one and all in on the developments in L.A. to date.

Rail Travel Newsletter, Vol 2, No 5 (whole No. 31), March 6, 1972. Published twice monthly, on the 1st and 3rd Mondays, by Message Media, Box 9007, Berkeley, Calif. 94709. Subscription $6.00 a year; 25¢ a copy. STAFF: James Russell, Editor; Paul Rayton, Editor-at-Large; Richard Tower, Research Editor; Steve Farrar, East Coast Editor; John Ellis, East Coast Photographer.

TIMES OF TENSION AT AMTRAK

Amtrak is holding tight, waiting out Congress' final approval on its bill for $170 million more funds. The legislation is moving slowly thru the House and Senate. The House Rules Committee was to take up the matter the week of Mar. 13, and it could reach the floor of the House by the time you read this. The money is needed to allow Amtrak to survive until at least mid-1973. The House version of the bill requires that $147.5 million of the allocation be used for capital improvements--new equipment, etc. Four million would go for service between Seattle and Vancouver, New York & Montreal, and Laredo (Texas) & Nuevo Laredo (Mexico)--the last presumably via MoPac from San Antonio. The bill as presently written also limits future salaries of Amtrak officers to $60,000 per year (Lewis earns $125,000).

Amtrak has been actively considering a number of service changes in the nationwide system. Some were, and may still be, scheduled to occur on April 30, the changeover date to Daylight Saving Time (Advanced Standard Time); however, it seems unlikely now that the next system-wide timetable will be published before about mid-June. It is known that railroad interests within Amtrak are fighting hard to squash service increases that Amtrak would like to implement. Several major changes have been under consideration, but it seems likely at this point that the only major Western change will be daily service on the CITY OF SF, and the chances of even that occurring seem rather slim.

Plans at present are to initiate some re-routings and re-schedulings in the East, effective April 30. It is rumored that the FLORIDIAN will be discontinued. In the Northeast Corridor, Amtrak is reportedly pleased at a 38% increase in ridership of trains (comparing Jan. 1971 & Jan. 1972) after the fare cut to $9.90, and plans to try the fare-cutting procedure in other "corridors" in the nation.

It is probable that the new service to Canada and Mexico will be undertaken, since it is likely to be written into the Congressional bill. But the reluctance of railroad interests within Amtrak to vote for service increases elsewhere seems to be pushing Congress in the direction of having to legislate new service into existence and increasingly take over the affairs and limit the flexibility of the corporation.

Since our SUPER CHIEF article of last issue, reports have come in (see Trains Magazine, April) that the SUPER is now collecting 79% of its costs, and is the best money-gatherer outside the Northeast Corridor. Ridership of trains across the nation has on the average leveled off from its previous long-term drop, and this fact gives Amtrak officials optimism. According to Trains Magazine the COAST DAYLIGHT increased its passenger load about 30% in December, compared with Dec. 1970. At the same time, the SUNSET LIMITED's ridership dropped about the same amount. The CITY OF SF eastbound experienced a 6% increase, while westbound there was a 27% drop. METROLINER ridership is said to be over 40% greater than last year.

Two Western "corridors" are reported among the most money-losing of the system--San Diego to Los Angeles and Seattle to Portland. Western observers note that since virtually no promotion of these routes has been done under Amtrak--continuing the railroads' long policies—it is not surprising that very little of the populace knows of their existence or has any other incentive to ride them. David P. Morgan, editor of Trains Magazine, estimated that only "1 per cent of 1 per cent" of California's population has experienced the CITY OF SF route's train ride over the scenic Sierras. It seems likely that that estimate is close to the number who know that a train runs there.

ILLINOIS CENTRAL train-running into Chicago's Union Station is going smoothly. These trains are being serviced at the PC Yard. PANAMA LTD now has Hi-level coaches and the Friday/Sunday Chicago-Champaign trains made their final runs March 5. With 40mins longer needed to reach Union Station, it was thought they would no longer be competitive with driving.

ONE-DAY STRIKE AGAINST SOUTHERN PACIFIC

Without prior warning, the United Transportation Union struck SP the morning of March 10, stopping almost all trains west of El Paso. A Federal District Court judge ordered union members back to work at midday, and by late in the day, some trains were running again. This was the effect on passenger trains: 11,500 commuters were unexpectedly without service on the San Francisco peninsula. The westbound CITY OF SF was stopped at Sparks, Nev., a crew-change point near Reno, and 56 passengers bused on to their destinations. The southbound COAST STARLIGHT reached Oakland, where it terminated. Equipment was turned around and left again for Seattle that night. There was no service between Los Angeles and Oakland. The westbound SUNSET LIMITED reached Los Angeles and left again Friday night after some uncertainty. A tour group of 75 sponsored by Pacific Railroad Society scheduled to leave on Friday's SUNSET was temporarily shifted to the SUPER CHIEF, then back again to the SUNSET when it was determined that the train would run. An Elks Club special train from Oakland to Reno, to leave Friday and return Sunday, was cancelled. A strike threat still hangs over the railroad.

THE TWO FUN TRAINS TO NEVADA

Both of Amtrak's western Fun Trains--from L.A. to Las Vegas and from San Francisco/Oakland to Reno--are proving highly successful. The Reno Fun Train (see cover photo), with a capacity of about 700, runs many weekends (leave Friday, return Sunday) thru the winter and spring, and attracts capacity crowds. It has operated each season for a number of years, but did not run in late spring after Amtrak began. Its Southern California counterpart is a new operation that first ran Feb. 4 and continues for 9 excursions most weekends thru the end of April. Its initial capacity was 400. Robert Edgar, Amtrak's Western Regional Manager, said 370, 390, and 400 were carried on the first three trips. An extra coach was added for the March 3 run, when 440 were expected. The next trip, March 26, begins a series of five that leave Sunday and return Tuesday. It remains to be seen what effect the different schedule will have on ridership.

QUOTES OF THE WEEK ***

("Amtrak is—": two different views expressed during Congressional hearings on Amtrak's financial assistance bill)

"—an attempt to preserve and improve an essential system of intercity rail passenger service to meet the needs of the public."
—Congressman Harley Staggers of West Virginia

"—a tale of woe 764 pages long, describing the making of a potential debacle."
—Congressman John Schmitz of California

SLIP OF THE MONTH CLUB ***

"Amtrak is negotiating with railroads, which rush trains under contract with it, for purchase of some of the 300 old locomotives now in use."
—Stephen Aug in Washington Star, Feb. 24
(The contract doesn't require them to rush.)

POTOMAC TURBO had no movies during Steve Farrar's ride (see last issue), but there was stereo music, and passengers seemed very content with it..... RUMORED CHANGES in East Coast schedules (April 30?): GEORGE WASHINGTON/JAMES WHITCOMB RILEY will run only Chicago to Richmond, Va., and a bus connection will run Richmond to Norfolk. Riders from north of Charlottesville will use SR's PIEDMONT, which will carry Boston-Atlanta cars. Broad St. Station will be used by all trains in Richmond, and cars will be switched to a Florida train there, providing a thru Chicago-Florida run. This will allow dropping the FLORIDIAN. KEYSTONE will be discontinued; NATIONAL LTD will run as a separate train the whole NY-Kansas City route, leaving NY about 1:30pm and leaving KC about 9am. It will run via 30th St. Station, Philadelphia, where passengers from Washington will connect. There will not be thru KC-Washington cars. The BROADWAY LTD will continued to run with connecting cars from DC. Southbound MORNING METROLINER will leave New Haven an hour later (6:53am) and reach Washington at 11:29am.

East Coast Report

by Steve Farrar

LOCOMOTIVE COLORS for Amtrak are as follows: platinum mist sides, black top, red nose, with Amtrak name & arrow along the side near the engineer's cab. Passenger cars will be either stainless steel or painted platinum mist, and will have red, white and blue double striping centrally placed along the side of each car with arrow logos at each end. The Amtrak name will appear on the car in a prominent place depending upon the configuration of the car.

POTOMAC TURBO route is the scene of a grade crossing protection demonstration project. The demonstration, which began Mar. 1, involves the installation & evaluation of new passive protection signs at 204 crossings on the 351-mi route. The new signs will read "Look for Trains" or "Train Signal Ahead," depending on existing protection at the crossing. The $14,000 cost of manufacturing the signs will be funded by the DOT's Federal Railroad Administration, and the states of Maryland & West Virginia will install them.

SCL's ENTERTAINMENT program was reinstated on the FLORIDA SPECIAL starting Feb. 15. Included are complimentary coffee and orange juice, current movie, a feature film with shorts, comedy & travelogue, bingo with prizes, bridge, a beachwear fashion show, dancing & color TV. Sleeper passengers get free cigars & perfume. The last FLORIDA SPECIAL of the season will leave New York April 14 and Miami April 15.

13 SERVICE INSPECTORS (not to be confused with passenger representatives) are now checking Amtrak trains and stations. The 4 Central and 2 Western inspectors ride each train in their region weekly, while the 7 Eastern men ride a random sample pattern of 50 trains per week. The inspectors also make anonymous phone calls to ticket offices to determine whether callers are being treated rudely or courteously by the agent and to see whether the agent knows his fares & schedules. All inspectors have over 15yrs of railroad experience.

RICHMOND, VIRGINIA will have one Amtrak station instead of two starting April 30, according to latest information. Main Street Station reportedly will be closed, with the east-west trains 98-99 shifted to Broad St. Station. Instead of entering Richmond via C&O, #98 would leave the C&O at Doswell, 20mi north of Richmond, and use RF&P's main to reach Broad St. Broad St. Station itself is scheduled for replacement by an Amtrak modular station; a north suburban site is under consideration. Such a site would cut 2½ miles off the run of every N.Y.-Florida train, because they must make a long loop to enter Broad St. However, the northern location would not be nearly as convenient and well-known--but this factor must be weighed against the high cost of operating the monumental Broad St. Station. Amtrak even made an engineering survey in February to determine the cost of re-laying the SCL passenger tracks in Main St. Station so as to route Florida trains that way. Reportedly, the price tab was too great. Main St., incidentally, is considered one of the ten finest buildings in Virginia and a magnificent example of Victorian architecture. The building is tall

(continued on p. 13)

Southbound
New York→Miami

12:40 pm	Color Television (Recreation Car)
2:30 pm	Movie—Feature Film (Recreation Car)
3:30 pm	Complimentary Coffee or Orange Juice (Both Diners)
4:30 pm	Complimentary Champagne Punch (Recreation Car & Sleeping Car Lounge)
5:00 pm	Bingo (Recreation Car)
6:00 pm	Color Television (Recreation Car)
7:10 pm	Fashion Show—Beachwear (By Amtrak Passenger Service Representative—Hostess, Recreation Car)
7:30 pm	Bingo (Recreation Car)
9:00 pm	Movie—Same Feature Film (Recreation Car)
9:30 pm	Bridge (Front Diner)
11:00 pm	Dancing until Midnight (Taped music, Recreation Car)
7:00 am	Color Television (Recreation Car)
8:45 am	Movie—Shorts—Travelogue (Recreation Car)
10:00 am	Complimentary Coffee (Recreation Car & Sleeping Car Lounge)

Urban-Suburban Transit

by Robert J. Swan

The unbelievable dominates Los Angeles rail transit thinking. But it has been ever thus since World War II.

Unbelievable: That Transportation Secretary John Volpe is continuing to fund the replacement of a grade-separated rail line by a busway.

Unbelievable: That the City of San Clemente is pushing to have twenty million dollars spent to put the beach-level Santa Fe rail line back into the hills without any consideration of the effect on rail passenger service by Amtrak or the new Orange County Transit District.

The panaceas are believed, generally. And as the main city blights at its heart, suddenly there are tiny signs—tenuous to be sure—that only logical improvement at comparatively low cost of the existing rail lines may be the credible way to move.

You do not read of the San Clemente affair in the Los Angeles press. No suggestion of commuter trains instead of a busway is mentioned. A new panacea is taking hold in San Diego and is certainly in the back of the minds of the leadership in San Clemente. But here and there one reads that no better transit has been around here than the old electric Big Red Cars of the Pacific Electric Railway. Their tracks are now merged into Southern Pacific, and the busway is planned on such a line relocated when the Red Cars were discontinued and a new freeway was being built. Now from El Monte crossing west into Los Angeles city, SP wants to run its mainline freight on this high-speed PE line which, thru a new tunnel now to be built near Union Station, will have commuter train capability. Rather than seize this opportunity, the rapid transit district is seeing vast monies spent to relocate the rail line north of the freeway, with the rail line converted into a busway. One reads, tho, that elsewhere there is such a thing as Rail Passenger Service.

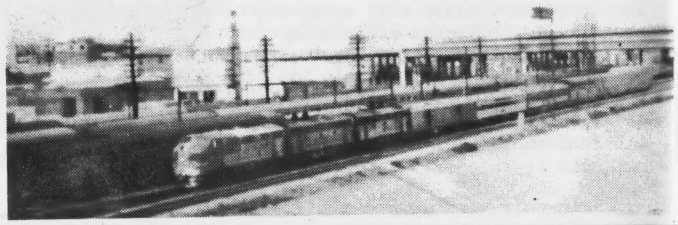
Funds will be available after June to California county and local governments and transit districts from a gasoline tax whose major objective is to finance rapid transit capital projects in urban areas.

The Los Angeles County board of supervisors immediately endorsed a hasty rapid transit district proposal, a "starter" line in subway downtown from the Union Station busway terminus, thence elevated to the Watts-Willowbrook area to a reserved median in an as-yet-unbuilt, controversial freeway providing a circuitous route to LAX international airport. But an interim appointment has just been made: new supervisor Pete Schabarum has expressed a desire for balanced transportation.

In the 1968 rapid transit bond election, then state legislator Pete Schabarum said the RTD (rapid transit district) had misused its public trust in a blatant attempt to present an unusually poor negative ballot argument for the voters' evaluation. I wrote that argument, in which I suggested a lower-cost way to rapid transit thru maximum use of existing rail lines. I mentioned side benefits of electrification of mainline railroads and the sharing of grade separation structures funded in part by the public that would then be useful to them in also carrying rapid transit, all crossing improvements benefiting motorists as well. Opposition to the bonds as expressed in the press, however, discounted the official argument as unintelligible and concentrated instead on the very high cost of the RTD's proposed system.

The RTD directors have reelected Norman Topping for a second term as president. He reluctantly accepted his first term as a mandate to use his best efforts—he was the capable head of the University of Southern Calif.—

Continued on p. 14



Train 13 connection from San Diego pulls into L.A.

THE STEAMCAR'S LOWEST EBB?

In which our Research Editor remembers a last pre-Amtrak trek to ride some now-gone trains.

by Richard Tower

October, 1970

Chicago's Dearborn Station is a good place to begin a trip. Its dark, ancient shed reeks of trains and imparts a desire to be aboard and outbound. Save for the majesty of the Santa Fe and the prolific Dixie-prefaced trains of the C&EI, Dearborn was always a haven for the also-rans; the little limiteds dispatched by the likes of the Monon, the Erie, or the Wabash. But few such trains survived recent years, and this afternoon Dearborn stood nearly empty.

The Wabash passenger train fleet did not fare at all well under Roanoke rule. The crack BLUEBIRD was robbed of domes, parlors, and full diner, then even its destination St. Louis was replaced by Decatur, 113 miles closer to Chicago. After this ignominy, Norfolk and Western scrapped the train's pretty name and substituted a second hand one, CITY OF DECATUR, seen previously on the stainless steel flank of an Illinois Central postwar interurban. But the CITY could take me where I wanted to go, so I bought a ticket to the end of the line, and in company with a Friday night crowd of perhaps 50, boarded and staked out a window seat.

Soon traps slammed shut and almost imperceptibly at first, then with a gathering resolution, the platform and shed began to slip away behind. Over the 21st Street crossing, past Landers Yard, then Ashburn and Chicago Ridge, and we left Chicago behind at dusk. What other way to start a trip? The hot food and cold drink in the ex-BLUEBIRD baggage-coffee shop-lounge helped smooth over indignities at the lack of parlor seats or domes. Most passengers visited the car—some stayed the entire trip—and the one energetic employee who was cook, bartender and waiter had his hands full.

We arrived in Decatur 20mins late, the result of that conspiracy on the part of long freight trains to intimidate short passenger trains. If you happen to be on time, that big freight ahead of you will pull a drawbar, have motive power failure, develop a hotbox, or force you into the hole so it can have the main line to itself. The dismay of the uninformed passengers and the resignation of the crew as we cooled our wheels near Gibson City while a freight set out a bad order car unfortunately summed up a lot of train riding in recent years.

Why travel to Decatur? Why else, of course, but to board the WABASH CANNON BALL. This CANNON BALL, a bit of a fake, alas, was named for the song rather than vice versa. (The original "Cannon Ball Route" was St. Louis to Omaha.) And, no "train of splendor" pulled into Decatur the next morning—just a Geep, a heavyweight express car, a streamlined coach, and a grill-lounge. I saw no hoboes along the way rise from their mulligan stew and remove their hats at our passing, and if my dozen fellow passengers this morning were excited at their contact with American folklore they did not show it. But the combination of America, her music, and her railroads is a happy one, so this was a special train. She didn't cover all the territory of her musical namesake, but she did span endless fields, clatter across uncountable diamonds, and perform yeoman service clear across Illinois, Indiana, Ohio, and into Michigan. Station agents trundled out baggage carts to meet her and unload generous amounts of mail and express while the farm folk in Tolono, Attica, Delphi, and Peru came down to the depot platform to greet or dispatch relatives with restrained affection. The CANNON BALL was a traditional train to the end. In grand style we recovered 25mins lost unloading mail at Fort Wayne, by slamming thru the Detroit suburbs at nightfall, our airhorn sounding constant alarm to traffic at rainswept crossings. But a triumphant on-time entrance to Fort Street Union Depot was thwarted by a derailed freight blocking the Detroit yards.

The B&O CINCINNATIAN the next morning was a far cry from the one that came to the Detroit-Cincinnati run in 1950 after vanquishing the Chessie—no obser-

vation diner, no Fiesta Car, no stewardess-nurse, and no stately President Pacific to pull us from Toledo. The train's only car was one of those surplus "glamour" coaches of C&O design now scattered all over the country on half a dozen lines to the probable eternal embarrassment of Robert Young. Two E8's pulled us, a horsepower-to-weight ratio that suggested that B&O planned to put us into Cincinnati on schedule. And despite the severity of the accommodations, our faultless on-time performance and the extreme courtesy of the crew hinted at legendary B&O performance.

We paused 15mins for lunch at modern, empty Toledo Union Depot while the conductor kept watch close by the snack bar to see that no one was left behind. Then on we sped thru Wapakoneta, Piqua, and Troy. Our entrance to Cincinnati Union Terminal was labored and slow, thru the deserted, weed-grown coach yards, past the empty express docks, and finally into the ghostly depot itself.

Our arrival coincided with the departure of the New York-bound CINCINNATI LIMITED, now shorn of all-Pullman status, extra fare, diners, lounges, observation car, thru sleepers from the South, and all the amenities and qualities that made her a first class member of the East-West Fleet. Its current status caused one to ponder the unique nature of the decline of the passenger train. When Cunard's final QUEEN steams thru the Narrows, it will be with decks and smokestacks intact. The last DC-3 will remain true to its original form, and the final Model T will be a Ford until the end. Yet here was the CINCINNATI LIMITED, name and destination intact, but with little else to link it with its former self.

Cincinnati Union Terminal, the Temple of Transportation, surely a candidate for the most impressive and beautiful of all the large stations, is also among the most terrifying in its decay. Crowds no longer thronged the great sweeping entranceway, attendant to the arrivals and departures of the ROYAL PALM, the AZALEAN, the SYCAMORE, or the F.F.V. It was as if a great civilization had crumbled and left its finest monuments to decay and ruin.

Of the remaining trains serving the Queen City, Norfolk and Western's POCAHONTAS alone possessed some of the virtues of a decent passenger run: four cars of mail and express, a pair of coaches, one with dome, and a sleeper where coach tickets were honored. That evening at 11:35 I had bed lowered and lights off as the POCAHONTAS crept thru the interlocking and left the glow of Cincinnati to the west.

Next morning a raised shade revealed West Virginia's New River Gorge, while in the diner cut in at Williamson, a free breakfast of salty Virginia Smithfield Ham, eggs, and fried apples awaited me amidst fresh flowers, snowy linen, and ornate heavy silverplate. Afterwards in the dome, the autumn reds and yellows on the hills relieved the blues of the sky, river, and train. Across the gorge on the old Virginian main, an occasional drag of empty hoppers rumbled by bound for the coal fields. The hot sun, the pitching and bobbing car roofs, and the muted chant of the diesels up ahead all lulled me to sleep. Too soon, the train slowed for Roanoke.

What did Roanoke have to offer the train lover now save the endless parade of coal drags like commuter trains at rush hour? Number 18, once the BIRMINGHAM SPECIAL but now just the Bristol-Washington accommodation was, like the CANNON BALL, a musical train. To Tin Pan Alley it was inspiration for the "Chattanooga Choo Choo," while its passage into the heartland of railroad folk music took it thru Bristol and Blue Ridge, land of Jimmy Rodgers and the Carter Family, then thru Lynchburg and Monroe from the verses of "The Wreck of Old 97." Appropriately, a guitar was unpacked at the front of the coach as we left Roanoke, and the train rolled over Blue Ridge as if in time to "Wildwood Flower." We fell 20mins off at Sweet Briar when the conductor held the train so a lady, left behind on the platform at Monroe, could be driven up and reunited with her tearful daughter. No one complained. Then by the urgency of the acceleration everyone knew the hogger intended to make Washington on time, and taking advantage of the Southern's superb roadbed up thru Orange, Culpeper, and Manassas, we were 5mins to the good into Union Station.

Every intercity run of under 500 miles worth its salt once boasted an overnight train that left late and arrived early, carried post offices and Pullmans. But in the fall of 1970 only one such train still ran with RPO's and sleepers. That evening, then, I elected to forego METROLINERS and board the last of its breed, the FEDERAL, bound for Boston. Company was sparse in Wilson Point, a lonely 14-4 car with all the leaks, rattles, and malfunctions that seem to attack Penn Central equipment like a virus. The roomette bed, tho, was inviting as always, and the ride at 50mph over welded METROLINER track was the smoothest I can remember. When I awoke we were running up thru New England in peak hour traffic, and the wind of our passing ruffled the newspapers of awaiting commuters on the platforms of Pawtucket and Attleboro. Mergers have made Boston's South Station the exclusive preserve of the Penn Central, but the myriad of color schemes I observed at our arrival, a jumble of greens, tuscan reds, bright reds, blacks, grays, and silvers, all gave it a union station flavor.

The dozens of RDC's lined up at Boston and Main's North Station reaffirmed that Boston is Budd Car capital. Just for the fun of the ride, I bought a ticket to Beverly. The Highliner roared and shuddered and hotrodded along, all bell and air horn and twin V-6's with a counterpoint of wheel clicks and flange squeals. It's a ride in the cab and the coach all in one, and I hope the last RDC will be saved as surely as the 8444 waits at Cheyenne.

6:55am is awfully early to be down at the depot, but such a sacrifice was necessary in order to ride the TURBO from South Station. It was worth it, tho. I sat down in the dome directly behind the fireman and watched over his shoulder as TURBO accelerated and whined down the Shore Line, whipping around 60mph curves at 90. An otherwise exhilirating run was marred by the rough track west of New Haven, excessive wheel noise, and an oven that caught fire, cancelling breakfast. In addition, the image of space age railroading catered by TURBO was shattered by an order handed the crew at Providence: "Watch for cattle on the track south of Howards Crossing..." No cows were encountered, and TURBO, with every seat filled, dipped under Park Avenue and arrived on time.

My departure that night from New York was carded on the Water Level Route, on a train of fine ancestry that Penn Central called simply number 63, and its ten cars were sufficient to carry all the late night business going north and west from Grand Central Station.

Penn Central 574 on the Buffalo-Harrisburg run was one of those trains most generally known for its perseverance in the face of managements' desire to remove it. But the little two-car every-other-day train could do without this honor, for it had a leisurely journey thru some of the prettiest scenery in the East to recommend it. We backed out of cold, gray Buffalo in a westerly direction, then headed southeast thru the rolling farm country of New York State. The line was heavily ballasted and well-maintained, but everywhere there was evidence of the reduction of physical plant made necessary by economics and possible by technology.

From the greens of New York the hills changed in Pennsylvania to the fading reds and yellows of fall and the emerging grays of winter as the train meandered first along the Allegheny, then the Sinnemahoning, and finally the broad Susquehanna thru Renovo, Lock Haven, and Williamsport all the way to Harrisburg.

Harrisburg to Philadelphia aboard the DUQUESNE was mundane, marked by tired coaches and snack bar fare. But Philadelphia south was another matter. On the lower level of 30th St. Station the southbound SILVER METEOR appeared first as a bright headlight from the direction of Zoo Interlocking. Then with a rush of wind a black GG-1 hummed past at a speed suggesting the

BACK ISSUES of RTN are available at 25¢ each. We must ask you to order them separately; we cannot back-date subscriptions due to the clerical expense. All 30 back issues are available with these exceptions: 7 thru 10, 13 thru 15, and no. 21. If out of an issue, we will credit your subscription with an extra issue (if you are a current subscriber) unless you indicate otherwise. Order from Message Media, Box 9007, Berkeley, Calif. 94709. Back issues are sent by third class mail.

hogger meant to go clear thru to Wilmington. Car after car passed, their sides flashing silver under the platform lights. Suddenly with brake shoes squealing the METEOR halted, and the urgency of the situation had me sprinting for the nearest vestibule. No sooner was I aboard than we were accelerating like a subway train, and the darkness of the station gave way to the afternoon sun full against my window.

Early November is supposed to be an off-season for the SILVER METEOR, but nocone had bothered to inform southbound travelers of this. A quick check of the train revealed extra cars and a load factor that Eastern Airlines would have given its left inboard fanjet to duplicate. And it wasn't hard to figure out why—Seaboard Coast Line knew how to put a train together: solarium-lounge, the last daily tavern observation in the U.S., the kind of diner you'd expect on a first class run, and a train staff complemented with a passenger agent, a stewardess-nurse, and a representative of the dining car department in an SCL blazer. A questionnaire placed on every seat elicited passengers' comments, and I'd be surprised if they were anything but enthusiastic.

Seaboard Coast Line maintained its sleeping car services to a high standard unusual in the post-Pullman age. I was ticketed to a single accommodation in a Budget Room Coach, but the service turned out to be budget in price only. Every amenity of first class service was present from the carpet on the floor to two pillows on the bed. In fact the car, a 16 duplex roomette, 4 double bedroom named Cardinal, had until recent years been in first class service on the B&O. The car's interior facelift could not hide its pure Pullman nature, and those familiar Pullman sounds and rattles—the dull thuds and hollow clicks of closet doors, clothes hangers, and basins seeping in from adjoining rooms, the drone of the fan, the soft breeze from the air conditioning vent—all lulled me to sleep somewhere south of Petersburg.

(To be concluded.)

MONTANA COMMISSIONER BLASTS AMTRAK SERVICE

The Interstate Commerce Commission has received a critique of service on the NORTH COAST HIAWATHA from Public Service Commissioner Alfred Langley. Langley, a former fireman and engineer on the route thru Montana, submitted his report in response to the ICC's call for comments on its proposed rail passenger adequacies regulations (see RTN, Dec. 6).

The NORTH COAST LIMITED began to deteriorate, under Northern Pacific operations, in the early 1960's, Langley indicated. When NP merged into Burlington Northern, there was no improvement. Now, under Amtrak, things have gotten worse, he charged. Some of the problems: equipment is inferior to the former LIMITED, heating and air conditioning malfunctions are prevalent, and maintenance is "a problem."

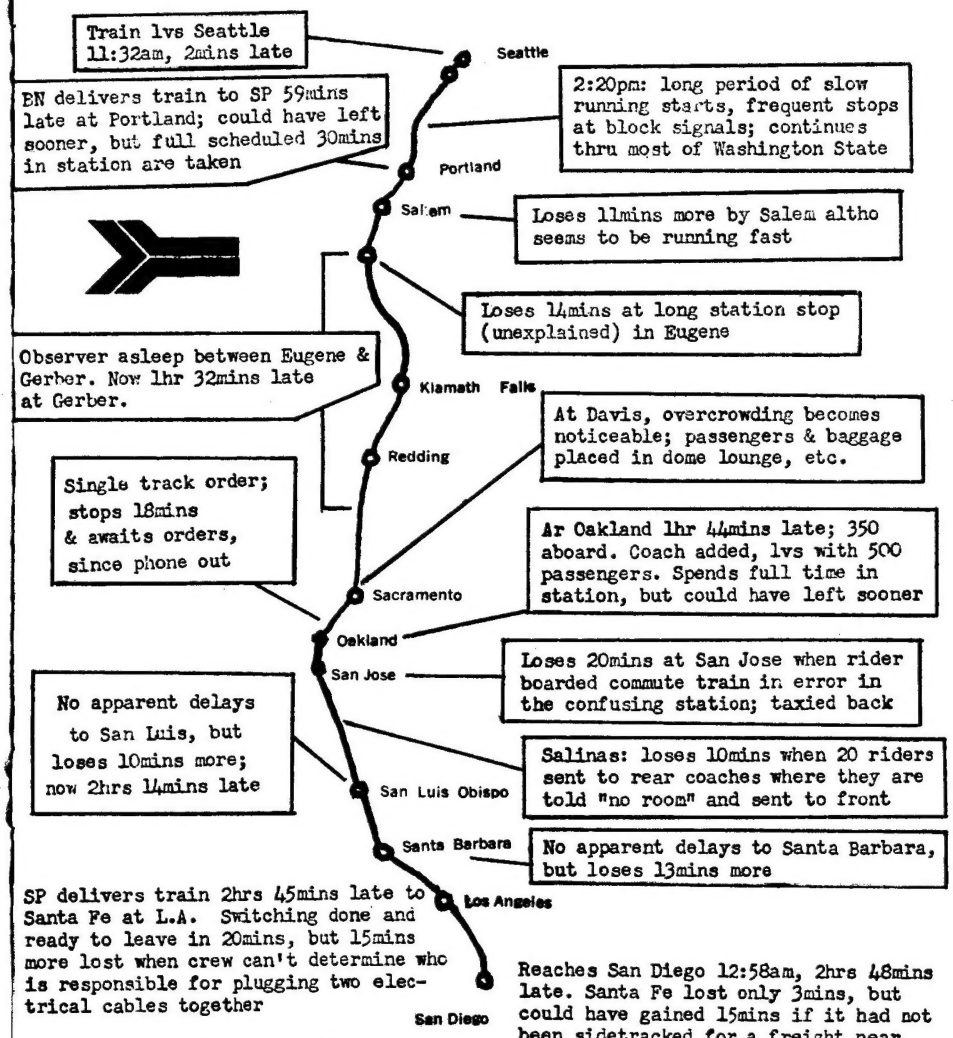
The average passenger load on the tri-weekly train is 95, Langley reported, with a range from 62 to 420 (the highest load was last Jan. 2), about 40% higher than the previous year. Inadequate equipment is available to handle these loads, and cars in use are dirty, he said.

"On Jan. 2, 1972, passengers were not allowed to board No. 9 (westbound) at Livingston because the train was filled to full visual capacity out of Billings, with about 15 people standing in the aisles and sitting on their luggage. All coach seats, dome seats, and all seats in the lounge car were filled (and) people (were) sitting in the rest rooms. There were also many coach passengers sitting in the bedrooms and roomettes at Livingston." The Commissioner said inquiries were made in St. Paul about extra coaches used in previous years, and the answer was that they were "not fit for service" and that neither BN nor Amtrak would repair or service them.

Langley also criticized the "appalling" condition of the locomotives used on the route. He concluded: "The NORTH COAST HIAWATHA is operating on a use-it-or-lose-it basis. The manner in which it is being operated would indicate that Amtrak is preparing to lose it."

WE HATE LATE TRAINS TOO! *

On Dec. 20, 1971, Mr. Gregory Thompson of Edmonton, Alberta, boarded the COAST STARLIGHT/DAYLIGHT, Amtrak train 11-12 in Seattle to travel to San Diego. Being a seasoned railroad observer who is very familiar with the route, Mr. Thompson carefully recorded the events of the trip in order to determine how and where the train was losing time. Some of his major observations, which he sent to Amtrak, the DOT, and NARP, are given below. His conclusion: Southern Pacific and Burlington Northern operated the train at a less-than-posted speed, resulting in most of its poor timekeeping. Other events occurred, as shown, but slow running (not noticeable to the casual observer) seemed to be the main cause of lateness.



* Title from a Santa Fe timetable of World War II era

Mixed Train of Thoughts

SUNSET LIMITED is to go daily in near future, says 20th Century RR Club, but we've not been able to verify this independently. It will, we learn, leave L.A. an hour earlier, arrive New Orleans 1hr 10mins earlier, and make a connection with the TEXAS CHIEF..... RAIL DIESEL cars are reported in Seattle, presumably for the start of International service to Vancouver ..... AMTRAK DISTRIBUTED 500 of its Jan. 16 "collector's item" timetable (see RTN, last issue) in Los Angeles..... BROKEN AMTRAK'S number code for cars within a consist yet? Richard Tower figured out the following during his December tour: numbers are all 4-digit; first 2 give train number; 3rd gives type of car; 4th gives number of such car within consist. Third-digit code is approximately thus: 0, parlor car; 1, local and set-out coach; 2, unknown; 3, thru coach; 4, dome or hi-level coach; 5, 10/6 or similar sleeper; 6, misc. sleeper(?), such as a 6/5 seen on CITY OF SF; 7, large-room sleeper (4/4/2, etc.); 8, combination cars, sleeper-lounges; 9, budget sleepers. Such numbers appear only on reserved-space cars. Example: 0551 would be train 5 (CITY OF SF), 10/6 sleeper, first such sleeper in the consist.....

* * *

FLYING SCOTSMAN, famous English train owned by Alan Pegler, which has been on exhibit in San Francisco since late September, will begin a series of runs over San Francisco Belt Railway from Fisherman's Wharf to Townsend St. March 18. First run will be a railfan special with photo runbys. The train will then be open to the public, operating a coach, sleeper, and observation car, hourly on weekends for an initial 2-month period and for as long after that as riders and permission to use line hold out..... CANADIAN NATIONAL Turbos are not being purchased by Amtrak (we stand corrected). New equipment will come from the manufacturer..... PRIDE OF TEXAS diner-lounges are at the moment running on the COAST STARLIGHT/DAYLIGHT, providing, at long last, a little lounge space. They are temporary, it is said, having been switched off the SUNSET LTD for the Audubon diners. What comes next we don't know, but local observers have been writing Congressmen about lack of lounges (60% of Amtrak's lounges are bad-ordered), and we do know that linen in the STARLIGHT/DAYLIGHT diners will appear, since an Amtrak man happened out this way recently and noticed the lack of linen (none since last May 1).....

* * *

SAN FRANCISCO Amtrak ticket center got Jan. 16 timetables for distribution March 1. Things are speeding up!..... NATIONAL ASSOCIATION of Railroad Passengers newsletter (Feb.) reports that "Biaggini strikes again." In a Chicago speech he called NARP members "extremely determined ... against the clear actions of many millions of other Americans, who decisively have opted for other modes of personal transportation"..... SKI TRAIN in Michigan was almost a reality, but Amtrak pulled out, reports say. Ski Train, Inc., was all set to run trains alternate weekends from Detroit to Northern Michigan ski areas, had brochures, tickets, etc. all ready, but got word 2 weeks before first run that the train was cancelled. Ski Train's address: 8645 Buckskin Dr., Union Lake, MI 48085..... CAMPAIGN TRAIN, with Santa Fe equipment--full dome, full lounge, sleeper--ran for Texas Lt. Gov. Ben Barnes from Amarillo to Houston Feb. 22-24, says Steve Farrar..... JACKSONVILLE, FLA., will get an Amtrak modular station, Steve also reports..... SAN FRANCISCO Zoo's little steam train derailed on a trestle Mar. 12, injuring 9 slightly. Same day, two PC freight trains collided head-on in Herndon, Pa., killing 4 crewmen and hurling cars into backyards. Vandals placed two steel I-beams on tracks in front of the northbound COAST STARLIGHT at Oregon City, Oreg., Feb. 21, but only some minor damage resulted.....

SAN FRANCISCO Muni Railway, faced with a $1.4 million deficit, will make extensive service cuts weekends and holidays starting in April. City Public Utilities Commission approved the cuts at a heated public meeting.....

SAN CLEMENTE and the Western White House want to move Santa Fe's tracks off the scenic beach area and locate them somewhere back in the hills. No one has come up with a suitable location yet. Developers have their eyes on the valuable real estate traversed by the SAN DIEGAN route (See URBAN-SUBURBAN TRANSIT Dept.).....

(continued from p. 5)

and narrow and features a steep tiled roof with dormers and chimneys and a clock tower. A giant trainshed covers the thru and stub tracks.

SOUTHERN CRESCENT is maintaining high standards of service, a March 5 trip by Doug Ellis, RTN photographer, reveals. On that Sunday night run, such a crowd was waiting at Alexandria that all waiting room seats were taken and all floor space was taken, so that some passengers stood outside. SR No. 1 had 4 E-unit engines and 12 cars and was immaculate inside & out. Passenger detraining counts in Virginia: Manassas 1, Culpepper 3, Orange none, Charlottesville 7, Sweet Briar College 45, Lynchburg 20. Sweet Briar has had no northbound service since June 1, when the flagstop of #18 was dropped. On that date, #18, which had consisted of an E unit, baggage car & 2 coaches since May 1, was suddenly transformed into Train #8 (F units, coach, 20-30 piggyback cars).

DINNER IN THE DINER: A fine way to get away from it all. We took the SILVER STAR from Richmond to Alexandria March 7, and found that SCL dining service has not changed at all under Amtrak, which is good. The real linen was still there, as was the large and varied menu, fine food and courteous attention from the waiter and steward. The young lady with us had never been in a diner before, and she was amazed by the service. So, next time you ride a diner, take along a friend who never has. Word-of-mouth advertising helps Amtrak.

SIKORSKY AIRCRAFT has produced a film, TOUR OF THE TURBO, to help revive interest in rail travel...

N&W DOMES now supplement GN domes on the Newport News-Chicago run. This train runs on time now since 1hr 50 mins was added to its Chicago-Cincinnati time. Forty-five mins were added to every schedule that transferred to Chicago Union Station on March 6. The additional hour & 5mins was added on PC between Kankakee and Cincinnati. Train 98 had been arriving Newport News 2hrs late some days, making #99 late originating... BAGGAGE CAR was added to Nos. 360-363 Chicago-Detroit effective Feb. 14. Same date a sealed baggage car was added to Nos. 71-74; this car is worked only at Buffalo, Syracuse, Albany & N.Y., except Sun...

VERY FAVORABLE editorial on Amtrak appears in Feb. TRAVEL Magazine...

A 6-DAY Amtrak tour to Yellowstone Park from Seattle began Feb. 23 when passengers went to Bozeman, Montana, on the NORTH COAST HIAWATHA, to West Yellowstone by bus, thence into the park by heated snowmobiles...

SPECIAL AMTRAK reduced rate will be made available March 15 to the 9 Job Corps Regional Transportation Chiefs, giving them the option to use rail travel--at competitive rates--for trainees traveling to the 50 Job Corps Training Centers...

COMMUTER NEWS: South Shore's emergency discontinuance petition has been denied by the ICC. First hearing in 4-month investigation was Mar. 9. One bad note: ICC Div. 3 found that "Any increase in motor vehicle traffic which may result is negligible... Any environmental effect will be of a beneficial nature resulting from the elimination of exhaust fumes and noise from discontinued trains." (But, Div. 3, these are electric trains!)...

AMTRAK AGREED to continue to accept commuter tickets on NY-Philadelphia trains, Senator Case of New Jersey said Feb. 13. Any schedule changes will be coordinated thru the New Jersey DOT and Southeastern Penn. Trans. Authority... OHIO HAS approved EL's plan to quadruple the monthly commuter fare between Youngstown and Cleveland as of March 15. Federal sanction is required... ILLINOIS SUSPENDED C&NW's 7% fare increase until July 29...

REP. ASPIN of Wisconsin has proposed the extension of C&NW commuter service to Racine at a cost to the state of $60,000 per year... DOT granted $15 million to Connecticutt March 2 to rehabilitate 49 MU cars, update the New Haven electrical system, build high-level platforms on the Danbury branch, and modernize service facilities in Stamford & New Haven... NEW YORK TIMES (Mar. 12) reports on problems on the Harlem Div. of PC. The MTA's plan to take it over fell thru due to PC bankruptcy problems, and state voters' rejection of transportation bonds last Nov. complicated matters. Plans were to electrify the line as far as Brewster, N.Y., to buy 130 high-speed electric commuter cars, to lay a new express track from Mt. Vernon to North White Plains, install high-level platforms and an automatic train control system...

Continued from p. 6

to attain the RTD's goals: busway, funds. Only RTD director Herbert Krauch—the last editor of the Herald-Express, previous RTD president, now rail-come-busway exponent and "starter" line dissident—is known to favor a "compromise" plan combining the "starter" line with a Wilshire Boulevard subway having much support in City Hall. Both Topping and Krauch represent Los Angeles city on the RTD board.

Until the recent passage of San Diego State Senator James Mills' bill with gas funds for rapid transit, the RTD was perceptibly interested only in bus transit. Criticism by Senator Mills, pointing out that most of the new funds were meant for capital improvements, produced the somewhat hasty "starter" line announced at the county hall by the RTD. But city fathers erupted in full outrage, since the RTD's last word to them talked only of buses, there had been no consultation, but now the RTD wanted the city's transit funds. The RTD replies—that city departments themselves differed, that the plan announced at county had only just been approved by RTD and city could not have been notified of what did not exist earlier—sat badly indeed.

Also dismaying the city fathers was the smaller percentage of new funds available to RTD that were planned for rapid transit, whereas the RTD was asking the city for all of their share...and asking other county cities (RTD is coterminous with metropolitan L.A. County) for none of theirs. Why ask for what we won't get? serves as reasoning, since the planned "starter" line serves no other county city. But Mayor Sam Yorty has asked the cities (over 70 in the county) to help...and the response is predictable: What's in it for us?

Enter Councilman Lorenzen. Don Lorenzen, San Fernando Valley, City of Los Angeles.

Use rail lines, he said. They go into Union Station. We could afford this and it could be done quickly and we could see the response to improved transit. Amtrak is using some of these rail lines, he said. His statement was carried on TV. It was even carried in the surviving merged Herald-Examiner. Here this strikebound Hearst paper provided an invaluable alternate voice. Mention of a plan to use existing rail lines was to be delayed almost 3 months—until 2 weeks ago—in the Los Angeles Times. Its hierarchy for lo these many years has included a director of the Santa Fe Railway. A happy commuter patronage was growing on a Santa Fe San Diego line round-trip. This was favorably reported in an early Sunday L.A. Times edition which appears on a Saturday—but it was killed. So was the train. Even today, San Diego line trains connect with long-distance trains in L.A.—at non-commuter hours. In L.A. the City Council will impound its transit funds until a study of options, including existing rail lines, is made.

The monorail panacea was believed. Most people in the California "Southland" believe it to this day; so do most newsmen. Even rail publications continually tout alternatives, including the new panacea of TACV—the Tracked Air Cushion Vehicle.

To build monorail out of the farebox, in the Los Angeles River (yes!) from San Fernando Valley to the sea at Long Beach, was the mandate of the RTD's predecessor MTA, the L.A. Metropolitan Transit Authority. Existing rail lines were everywhere abandoned; Watts, with fine electric train service in every direction, was left with zigzagging bus lines—and frustration. When the successor Southern Calif. RTD was legislated, Orange County wanted out, got out, got its own Orange County Transit District. OCTD is planning bus lines, hasn't yet considered rail lines, including Santa Fe commuter trains which are mentioned as a possible goal in a recently completed Santa Ana transportation corridor study. So, the RTD buses are mostly orange now, instead of green, and local governments rather than the Governor appoint the directors. But like the MTA, it shies away from contracting operations with existing railroads even tho funds are now becoming available.

And in San Diego they are having their TACV problems. Not suitable for the urban line proposed by local government officials, says Rohr, builder of TACV and BART cars. O.K., officials say, a TACV intercity line up the coast?

(Continued from page 2)

contributor to the social and psychological malaise so evident in contemporary society. Paul Rayton said it well when he wrote us recently: "The growing antagonism of sectors of our society to each other could almost be a direct outgrowth of the depersonalization, depressing sameness, and anti-social overtones of most air and auto travel."

Outside the cities, cross-country travel has become a depersonalizing, dehumanizing activity. There is a loss of sense of relatedness to the earth, to the immensity of our nation, to the comprehension of regional and local differences in the peoples of America. The sameness of the non-stop interstate highways with their chains of look-alike motels and eating places, the numbing boredom of air travel that rejects and ignores all that passes below—these things contribute materially to our ennui, frustration, and eventually irritability. Again, Paul Rayton expands on this idea: "Today more than ever, the need is for people to achieve perspective on who they are and how they individually relate to the country. So often people lose their view of what actually comprises "the country." It is not possible to delimit "the country" to your immediate, everyday environs. There is so much more involved in a nation, and the more people develop an awareness of this, the better people will be equipped to comprehend each other's peccadillos."

Train travel allows the opportunity to see the country in a relaxed manner with time to contemplate the meaning of the real vastness and variety of it lurking behind those interstate offramp signs.

We don't pretend that transportation is the only problem that plagues our society today. Neither do we offer rail travel as a panacea for all our ills. But the achievement of a balanced transportation system, we believe, would be an important step toward reaching the kind of liveable, re-humanized society that all of us want.

LETTERS

A letter in RTN (Feb. 21) compared the running time of the POTOMAC TURBO with that of the B&O's CINCINNATIAN in 1946.

The comparison is not a correct or fair one. The CINCINNATIAN used the route of the Patterson Creek Cutoff to Keyser, W. Va., leaving the Main Line south of Cumberland, Md., and did not go into Cumberland as the TURBO does. The use of the cutoff saved about fifteen or more miles and several minutes as a result.

Joseph R. Zombro

Perry Point, Md.

It's a pleasure to read every RTN. I think you catch the feeling of rebirth in U.S. rail passenger transportation.

Michael Alexander

Toronto, Ont., Canada

I wish to compliment you on a superb publication. I heard of RTN thru a friend at the club, ordered it sight unseen, and am delighted with it.

I can hardly wait to get my copy of RTN. May you have a long and prosperous future.

George L. Schlaepfer
Michigan Railroad Club

Dearborn, Mich.

Southern Railway's No. 1 and 2, the SOUTHERN CRESCENT, has been looking great lately thru Alexandria, Va. On-time performance seems to be at least 90%. The train southbound shines and glitters so, it looks as though it's been hand-polished. When the E-8 power units appear with their shiny new green paint, we'll have the best looking passenger train in the U.S.

Adron F. Hall

Alexandria, Va.